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A DECREASE IN TONNAGE

A HOLIDAY CAUSES A DECLINE IN

THE MOVEMENT OF LOADED CARS.

The Year's Earnings Disappointing—

The Pennsylvania Lines Placing

Large Contracts for Rails.

The train records show that there were

received and forwarded at Indianapolis in

the week ending Dec. 26, a total of 22,135

cars, 16,528 being loaded. While this is a

falling off as compared with the week end-

ing Dec. 19 of last load, it will be

noticed that it averages well with the load-

ed car movement at the corresponding

period of former years; in fact, a hand-

some increase over the corresponding week

of 1894. Had there not been a holiday, in

which no local freights were run, the load-

ed car movement would have been

been in excess of that of the week ending

Dec. 13. East-bound, especially to Balti-

more and Newport News, there is a heavy

movement of grain, but unfortunately

most of it was grain in transit, which

has been stored in elevators and resting

cars, and is carried at the present rate

one-hundred-pound rate and will not show

the desired increase in earnings, as there

is very little movement to the roads in rates

based on 15 cents per one hundred pounds,

Chicago to the seaboard. The shipments

of live stock and dressed meats toward

the west have been very light, and

for some time past. This is not un-

usual during the holiday season. Ship-

ments of produce, cereal products, hides

and hard-wood lumber are fully up to the

December average and heavier than at the

corresponding period of 1895. West-bound

freights, however, are not so heavy, and

are in the higher but lower class freights.

Shipments of coal and coke, however,

have increased some the last few days,

and so much has been the weather that

the demand for coal is not up to the

December average. Locally, the

roads are handling a good deal of live

stock, and the business is somewhat

better than prices are paid tend to in-

crease the shipments to this point. Local

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secretary, is spending the holiday vacation

at Columbus, his former headquarters.

E. E. Loomis, superintendent of the Topeka

division of the Erie, is spending his vaca-

tion at the Topeka division of the Erie.

George Butler, for many years one of the

traveling freight agents of the Erie, is

spending his vacation at Worcester, Mass., on Wednes-

day. He had gone there to spend the holi-

day.

The officers of the Erie Railway Company

and the city authorities of Jamestown, N. Y.

have adjusted their differences and the

Erie will at once build a \$20,000 station on

the site of the present one.

Alfred Evans, local freight agent at this

point of the Cincinnati, Hamilton & Dayton

Road, on Saturday distributed a couple of

hundred dollars to the team men who

visited the office during the day.

The United States Express Company will

on Dec. 31, withdraw from the Boston &

New England, as it has no business on the

road will not pay the expenses of maintain-

ing messenger service and offices.

The Flint & Marquette has issued

official notice of the completion of its To-

ledo extension. This company, on the first

of the year, will have a passenger agent

at Milwaukee and Toledo.

The transportation department of the

Chicago & Alton has received a letter

from the Chicago & North Western, asking

to hold the record for fast time, and that it

can be verified by train sheets, and a Chicago

Alton train has been run in connection

with the Chicago & North Western.

It is stated that Assistant General Pass-

enger Agent Heaver will have